



City of Seattle

Gregory J. Nickels, Mayor
Department of Planning and Development
D. M. Sugimura, Director

CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE DEPARTMENT OF PLANNING AND DEVELOPMENT

Application Numbers: 2203221
Applicant Name: James Bradley of GGLO for Seattle University
Address of Proposal: 1223 E Cherry Street

SUMMARY OF PROPOSED ACTION

Master Use Permit to establish use for future construction of a five-story building with 14,149 square feet of retail space, 1,182 square feet of administrative office space and 161 dwelling units related to Seattle University. The project includes parking for 138 vehicles below grade. The project includes a request for an alley vacation, granted under CF 305367. The request also requires the approval of a Minor Amendment to a Major Institution Master Plan, as required under SMC 23.69.035. Grading of approximately 16,000 cubic yards will be required. Demolition of 3 structures will also be required.

The following approvals are required:

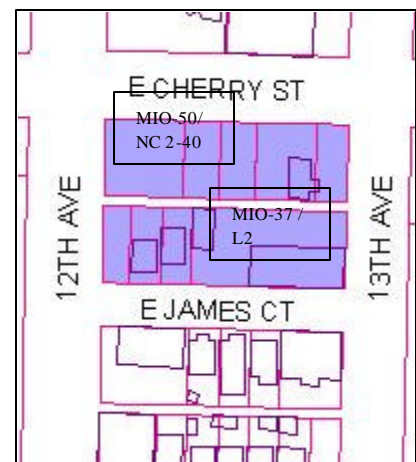
Request for a Minor Amendment, SMC 23.69.035

SEPA - Environmental Determination - Chapter 25.05 SMC

SEPA DETERMINATION: ☐ Exempt ☐ DNS ☐ MDNS ☐ EIS

☐ DNS with conditions

☒ DNS involving non-exempt grading, or demolition, or
involving another agency with jurisdiction



BACKGROUND

Site and Vicinity

The project is located at the intersection of 12th Ave and East Cherry Streets. The site is bounded by 12th Avenue to the west, 13th Avenue to the east, E. Cherry Street on the north and East James Court to the south. The site is also located within the boundaries of the Seattle University Major Institution

Overlay (MIO) zone. The MIO for Seattle University covers an area between East Madison to the north, Broadway to the west, East Jefferson to the South, and a variable east boundary line between 12th and 15th Avenues. The development site is currently vacant and is being used for temporary parking by Seattle University, as authorized under the Major Institution Master Plan. Surrounding properties are marked by institutional uses associated with Seattle University, including sports fields, academic and student housing, and a sports facility. Other uses in the immediate neighborhood include both mixed use structures and single purpose residential uses as well as market rate commercial structures.

The development site is split zoned as to both the MIO overlay and the underlying zoning. The MIO overlay with a 50 foot height limit is related to the underlying NC2-40 zone, while the MIO overlay with a 37 foot height limit is related to the underlying L2 zone. The MIO-50 / NC2-40 zone occurs on approximately 2/3 of the site, fronting both 12th Ave and E Cherry street, extending approximately 85 feet deep into the site from E. Cherry and approximately 92 feet deep in from 12th Ave. The MIO-37 / L2 portion of the site primarily fronts on E James Court and 13th Ave. Only uses associated with this Institution are eligible for the designated MIO height limits. Non-Institution related uses developing on this site would be bound to the underlying height limits of the respective zones.

The site is relatively flat given the size of the site. A small grade change occurs on the site, falling approximately 6 feet from west to east over the entire site. The site is currently occupied by a surface level parking lot, 2 residential structures and a small commercial/warehouse structure. These structures will all be demolished as a result of this project.

Proposal

The proposed development includes approximately 167,372 gross square feet of structure. This includes approximately 14,149 sq ft of retail use associated with the Seattle University Bookstore, approximately 1,182 square feet of area devoted to administrative office space for the University, approximately 42,600 square feet of underground parking for 138 vehicles and approximately 108,000 square feet devoted to 161 dwelling units located on up to 5 floors of the building.

ANALYSIS - AMENDMENT TO MASTER PLAN

The proposal for this project requires a determination by the Director on compliance with SMC 23.69.035, changes to master plan. Specifically, this code section requires “*a proposed change to an adopted master plan shall be reviewed by the Director and determined to be an exempt change, a minor amendment, or a major amendment.*”

Seattle University adopted a Major Institution Master Plan in September, 1997. The plan outlines the development program for the University, establishes development standards for new buildings and provides for a transportation management program to reduce the number of single occupancy trips to the school and surrounding areas.

Underlying development approved in MIMP

As part of the overall development program for the University, the proposed development site was envisioned for a Plant Services Building. The Plant Services Building was designed to be wholly located

on the MIO-50 / NC2-40 zoned portion of the development site, and was a proposal to consolidate university plant (operations) services into a 45,000 sq foot building at the corner of 12th and Cherry. This proposal was reviewed and approved with the MIMP and also assumed the vacation of the alley on this site. Accordingly, the change from a Plant Services Building to the current proposal requires a determination as to the nature of the change, detailed above and if the change is subject to an amendment, as required in SMC 23.69.035. A formal request was made to the Director by Seattle University on June 29, 2002.

As part of the Master Plan development, a series of conditions were imposed on development in the Planning area, including this development site. The conditions, developed as part of the City Council's approval of the Master Plan, allowed Height in the MIO-50 overlay zones with underlying NC2-40 zoning to *"be limited to 44 feet in structures built to mixed use standards of 23.47.008"* (Condition 41). While the NC2-40 portion of this site will have a portion of the structure above the 44 foot height limit, the portion of the development proposal in the MIO-37 / L2 zoning does not include development conditions that would limit the height of the structure within the overlay envelope. Accordingly, only the development proposal that falls in the NC2-40/ MIO-50 overlay is subject to this Amendment request.

Review process

As part of the Amendment process, SMC 23.69.035C and rules governing Notices of Interpretation under SMC 23.88.020D requires that the Citizen's Advisory Committee, or CAC, receive both notice of the request and, subsequently, make a recommendation on the type of Amendment as either an Exempt, Minor or Major Amendment. The Advisory Committee is also given an opportunity to recommend what conditions (if any) should be imposed if the recommendation is that the project is a Minor Amendment. The Director then determines whether the amendment is minor or major according to subsections D and E of this section. Seattle University made a request on June 29, 2002 to find that the development proposal that is the subject of this review is interpreted as either an exempted change or a minor amendment. The following analysis is a review of the criteria for both Exempt Changes and Minor Amendments, as reflected in SMC 23.69.035

Exempt Changes

1. Any new structure or addition to an existing structure not approved in the master plan that is twelve thousand (12,000) square feet of gross floor area or less; or
2. Twenty (20) or fewer parking spaces not approved in the master plan; or
3. An addition to a structure not yet constructed but approved in the master plan that is no greater than twenty percent (20%) of the approved gross floor area of that structure or twenty thousand (20,000) square feet, whichever is less; or
4. Any change in the phasing of construction, if not tied to a master plan condition imposed under approval by the Council; or
5. Any increase in gross floor area below grade.

As indicated in the applicant's request for an interpretation, also reflected in the plans for the project, the development site did not anticipate the development of a Bookstore on the site. The review for the site assumed a building that was approximately 45,000 sq ft in size, while the current proposal is for 167,372 gross square feet in total. The anticipated Plant Services Building did not fully disclose the number of parking spaces associated with the use, but was not likely to contain the 138 anticipated for this current development proposal.

Minor Amendments.

- 1. The amendment will not result in significantly greater impacts than those contemplated in the adopted master plan; or*
- 2. The amendment is a waiver from a development standard or master plan condition, or a change in the location or decrease in size of designated open space, and the proposal does not go beyond the minimum necessary to afford relief and will not be materially detrimental to the public welfare or injurious to the property or improvements in the vicinity in which the Major Institution is located; or*
- 3. The amendment is a proposal by the Major Institution to lease space or otherwise locate a use at street level in a commercial zone outside an MIO District, and within two thousand five hundred feet (2,500') of the MIO District boundary, and the use is allowed in the zone for but not permitted pursuant to Section 23.69.022. In making the determination whether the amendment is minor, the Director shall consider the following factors:*
 - a. Whether an adequate supply of commercially zoned land for business serving neighborhood residents will continue to exist, and*
 - b. Whether the use will maintain or enhance the viability or long term potential of the neighborhood-serving character of the area, and*
 - c. Whether the use will displace existing neighborhood-serving commercial uses at street level or disrupt a continuous commercial street front, particularly of personal and household retail sales and service uses, and*
 - d. Whether the use supports neighborhood planning goals and objectives as provided in a Council-approved neighborhood plan.*

The proposal to construct the referenced development includes the construction of a total of 167,372 square feet of area, including 161 dwelling units and 15,331 square feet of retail and administrative office space for Seattle University. At its maximum, the building will extend up to 50 feet in height, excluding features such as parapets, stair and elevator penthouses that are exempted from base height measurements. The additional height of the building appears to be designed to accommodate height of the ground commercial spaces that are in excess of the 13 foot height requirement for nonresidential spaces in mixed use buildings. The ground floor nonresidential spaces will be between 14 foot 6 inches and 18 foot 6 inches in height, to primarily accommodate the proposed University Bookstore. While some portions of the building will extend to 50 feet in height, particularly in the middle portion of the building fronting E Cherry and towards the southern portion of the building along 12th Avenue, much of the building, particularly the corner of 12th and Cherry, will remain at the 44 foot height limit established

in the MIMP. This increase in height occurs as the building retreats from the corner of 12th and E Cherry, which is also the highest portion of the site in terms of elevation. Architectural features of the building, particularly horizontal bay features, will also extend to the 50 foot height limit.

While not specifically anticipated at this location, the combination of uses associated with this development were anticipated as part of the Master Plan approval in 1997. Specifically, the Master Plan called for future development on parcels immediately to the south of this development site to occur by private development with *‘Seattle University...to participate in the stabilization and redevelopment of this area for mixed use housing. As property becomes available for purchase, housing would be acquired for occupancy by Seattle University faculty, staff and student families.’*

While the MIMP did not include an analysis of mixed use or similar style development on this development site, the southeast portion of the MIO, in which this site is located, assumed this type of development. This proposal appears to be consistent with the goals forwarded in the Master Plan for future development.

CAC recommendation

In its approval and adoption of the MIMP, the City Council included an additional condition that pertains to any changes to the MIMP within the MIO and east of 12th Ave, requiring the University to *“...obtain the advice of the Seattle University Citizen’s Advisory Committee for any proposed amendment...hold at least one public meeting open to the community concerning the changes and simultaneously consider, with Seattle University’s Citizen’s Advisory Committee input, supporting revisions to the development standards as they might apply to the area...(Condition 45..1)”*

The Citizen’s Advisory Committee (CAC) first received information about changes at the site at their June 19, 2002 meeting. The presentation included an overview of the project by the architects for the project. Discussion of possible outcomes on the request for either an exemption for a minor amendment were also brought to the CAC. The matter was continued before the CAC to their July 31, 2002 meeting, for the Board to have additional information about the scope and details of the project. At the July 31, 2002 meeting, the CAC passed a resolution in support of the request for a bookstore with housing units be determined to be a Minor Amendment, if it is determined that the proposal is not an exempt action under SMC 23.69.035. The resolution from the CAC in support of the project reads:

In the event that the Director of the City of Seattle Department of Design, Construction and Land Use determines that the proposed change of use for the site previously identified as the Plant Services Building to a mixed-use housing and commercial building should not be identified as an exempt amendment, then the Seattle University Major Institutions Master Plan Advisory Committee fully concurs that the amendment should be considered a minor amendment at the maximum and that in no case should this amendment be considered a major amendment on condition that the mix of uses as currently envisioned remains similar to that reviewed by the Seattle University Major Institutions Master Plan Advisory Committee at its July 31, 2002 meeting.

Conclusions

Based upon a review of the proposal, the criteria under SMC 23.69.035, the review and comment by the CAC and staff review of the proposal, the request for a Minor Amendment to allow the proposed structure to house the University Bookstore and dwelling units for the University, in lieu of the Plant Services Building approved in the 1997 MIMP is hereby **APPROVED as a MINOR AMENDMENT**. In addition, the request to allow the proposed structure to extend to the maximum MIO-50 height limit, excluding parapets, elevator/stair penthouse or other rooftop features under SMC 23.47, in excess of the 44 foot maximum under MIMP Condition 41, is hereby **APPROVED as a MINOR AMENDMENT**. In support of the CAC's recommendations on the Amendment, the following conditions are imposed per authority in SMC 23.69.035C:

1. Any revisions to the proposed ground floor uses of the building to introduce uses other than a University Bookstore with related Administrative/Customer Service Offices shall require the City to evaluate if the new uses will result in an Amendment to the MIMP under SMC 23.69.035.
2. Any alteration to the building materials, massing, location of building entrances, open space features, landscaping and other features of the MUP plans approved with this decision may not be undertaken without review and approval of the City, following review and approval by the CAC.

ANALYSIS – STATE ENVIRONMENTAL POLICY ACT (SEPA)

This analysis relies on the Final Environmental Impact Statement for the Seattle University Major Institution Master Plan, published October 17, 1996 and the SEPA checklist for the project dated September 30, 2002, as well as other technical environmental reports, comments and responses submitted with respect to those documents. This decision also makes reference to and incorporates the project plans submitted with the project application on October 4, 2002 and revised several times thereafter.

The Seattle SEPA Ordinance provides authority to require mitigation of adverse impacts resulting from a proposed project (SMC 25.05.655 and 25.06.660). Mitigation, when required, must be related to specific environmental impacts identified in an environmental document and may be imposed to the extent that a given impact is attributable to the proposal, and to the extent that the mitigation is reasonable and capable of being accomplished. Additionally, mitigation may be required only when based on policies, plans and regulations as enunciated in SMC 25.05.665 to SMC 25.05.675 inclusive (SEPA Overview Policy, SEPA Cumulative Impacts Policy, SEPA Specific Environmental Policies). In some instances, local, state or federal regulatory requirements will provide sufficient mitigation of an impact and additional mitigation imposed through SEPA not be necessary.

The SEPA Overview Policy (SMC 25.05.665) clarifies the relationship between codes, policies and environmental review. Specific policies for each element of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority. The Overview Policy states in pertinent part that “where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation.” Under specific circumstances, mitigation may be required even when the Overview Policy is applicable. SMC 25.05.665(D).

ENVIRONMENTAL IMPACTS

The original MIMP required the development of an EIS to evaluate the impacts of that Plan. The FEIS considered the following environmental impacts: Air Quality, Energy, Environmental Health, Land Use, Population and Housing, Height, Bulk and Scale, Light/Glare and Shadows, Historic and Cultural Preservation, Transportation and Parking, Public Services and Utilities as well as short-term related Construction Impacts. Since the FEIS only considered impacts of a building at this location that was smaller in size and a different use than the current project, a SEPA checklist with supporting documentation was required. Supporting documentation included a Traffic Study, prepared by TSI dated November 2002 and Energy Calculations in support of Director's Rule 3-87.

The information provided by the applicant and its consultants, the public comments received, and the experience of the lead agency with the review of similar proposals form the basis for review and conditioning of the proposal. The potential environmental impacts disclosed by the Draft and Final EIS are discussed below. Where appropriate, mitigation may be required pursuant to Seattle's SEPA Ordinance (SMC 25.05).

Short-Term Impacts

Demolition and construction activities could result in the following temporary or construction-related adverse impacts:

- construction dust and storm water runoff;
- erosion;
- increased traffic and demand for parking from construction equipment and personnel;
- increased noise levels;
- occasional disruption of adjacent vehicular and pedestrian traffic;
- decreased air quality due to suspended particulates from building activities and hydrocarbon emissions from construction vehicles and equipment;
- increased noise; and
- consumption of renewable and non-renewable resources.

Several adopted codes and/or ordinances provide mitigation for some of the identified impacts: The Noise Ordinance, the Stormwater Grading and Drainage Control Code, the Street Use Ordinance, and the Building Code. The Stormwater, Grading and Drainage Control Code regulates site excavation for foundation purposes and requires that soil erosion control techniques be initiated for the duration of construction. The Street Use Ordinance requires debris to be removed from the street right-of-way, and regulates obstruction of the pedestrian right-of-way. Puget Sound Clean Air Agency regulations require control of fugitive dust to protect air quality. The Building Code provides for construction measures in general. Finally, the Noise Ordinance regulates the time and amount of construction noise that is permitted in the City. Compliance with these applicable codes and ordinances will reduce or eliminate most short-term impacts to the environment.

Any conditions to be enforced during construction shall be posted at each street abutting the site in a location on the property line that is visible and accessible to the public and to construction personnel from the street right-of-way. The conditions shall be affixed to placards prepared by

DPD. The placards will be issued along with the building permit set of plans. The placards shall be laminated with clear plastic or other waterproofing material and shall remain posted on-site for the duration of construction.

Air Quality

The Puget Sound Clean Air Agency (PSCAA) regulations require control of fugitive dust to protect air quality and will require permits for removal of asbestos (if any) during demolition. However, there is no permit process to ensure that PSCAA will be notified of the proposed demolition. A condition will be included pursuant to SEPA authority under SMC 25.05.675 A, requiring a copy of the PSCAA permit be submitted to DPD before issuance of the demolition permit. This condition also satisfies Condition 5 in the 1997 Final MIMP. This will ensure proper handling and disposal of asbestos, if it is encountered on the proposal site.

Construction Parking

Construction of the project is proposed to last for several months. Concerns were raised by residents through the review process concerning the effect of construction related traffic impacts on adjacent streets. On-street parking in the vicinity is limited, and the demand for parking by construction workers during construction could exacerbate the demand for on-street parking and result in an adverse impact on surrounding properties. The owner and/or responsible party shall assure that construction vehicles and equipment are parked on the subject site for the term of construction whenever possible. It is expected that all workers will be able to park on-site and for the remaining duration of construction activity. To further facilitate this effort, the owner and/or responsible party shall submit a construction phase transportation plan. The plan shall include the dedication of a site within 800 feet that shows the location of all parking for construction workers and for related construction equipment. All construction parking for workers and for construction related equipment shall have appropriate and reasonable screening as part of the plan. These conditions will be posted at the construction site for the duration of construction activity. The authority to impose this condition is found in Section 25.05.675B2g of the Seattle SEPA ordinance as well as in Condition 2 and 3 of the 1997 Final MIMP.

Noise

In addition to the Noise Ordinance requirements, to reduce the noise impact of construction on nearby residential properties, all other construction activities shall be limited to non-holiday weekdays between 7:30 a.m. and 6:00 p.m. In addition to the Noise Ordinance requirements, to reduce the noise impact of construction on nearby residences, only low noise impact work such as that listed below, shall be permitted on Saturdays from 9:00 a.m. to 5:00 p.m. and on Sundays from 10:00 a.m. to 5:00 p.m.:

1. Surveying and layout;
2. Other ancillary tasks to construction activities will include site security, surveillance, monitoring, and maintenance of weather protecting, water dams and heating equipment.

After each floor of the building is enclosed with exterior walls and windows, interior construction on the individual enclosed floors can be done at other times in accordance with the Noise Ordinance. Such construction activities will have a minimal impact on adjacent uses. Restricting the ability to conduct these tasks would extend the construction schedule, thus the duration of associated noise impacts. DPD

recognizes that there may be occasions when critical construction activities could be performed in the evenings and on weekends, which are of an emergency nature or related to issues of safety, or which could substantially shorten the total construction time frame if conducted during these hours.

Therefore, the hours may be extended and/or specific types of construction activities may be permitted on a case-by-case basis by approval of the Land Use Planner prior to each occurrence. Periodic monitoring of work activity and noise levels may be conducted by DPD Construction Inspections.

As conditioned, noise impacts to nearby uses are considered adequately mitigated.

Long-Term Impacts

The long-term impacts are typical of an combined residential and commercial structure and will in part be mitigated by the City's adopted codes and/or ordinances. Specifically these include: Stormwater, Grading and Drainage Control Code (stormwater runoff from additional site coverage by impervious surface); Land Use Code; and the Seattle Energy Code (long-term energy consumption). Only those environmental impacts that may result in long-term impacts and may require mitigation measures beyond those provided in existing laws and regulations are discussed below.

Transportation, Circulation and Parking

The FEIS for the MIMP provided an analysis of transportation and traffic related impacts associated with the development of the Major Institution Master Plan. The transportation and traffic analyses in the FEIS evaluated both existing conditions at the time of the report as well as future conditions with the development of all proposed buildings identified in the MIMP. However, due to the proposed development, the nature of the traffic and transportation issues associated with the users of the proposed building and the overall development on the campus, additional review is warranted.

The project site is bounded by 12th Ave to the west, 13th Ave to the east, East James Court to the south and East Cherry Street to the north. The development is proposed to have approximately 138 parking spaces. Through the provision of additional parking at this site, the minimum and maximum parking allowed for the Seattle University campus must be evaluated, to ensure compliance with the Transportation Management Plan adopted in the MIMP. The Transportation Management Plan, or TMP, includes both a minimum and maximum range of parking spaces to serve Seattle University. The MIMP initially anticipated an approximately 45,000 sq ft building at the site. However, no specific analysis was performed on the amount of traffic that would be generated by this facility, due to the size of the facility, the use and the amount of traffic that would be generated by the building reviewed under the MIMP. Accordingly, a review of specific traffic and related transportation impacts of the current proposal is warranted.

The proposed project under this review is for a building to house approximately 16,000 square feet of nonresidential uses and 161 dwelling units for the sole benefit of Seattle University students, staff and related individuals. As analyzed in the EIS addendum, it is estimated that the proposed use would generate approximately 2,297 daily trips and 185 pm peak trips. The amount of PM trips at the site are reduced by a 'credit' equaling the amount of trips associated with previous uses at the site, which total 20 PM trips at the time of the study. Accordingly, a net total of 165 PM peak trips are anticipated for the proposal.

Further analysis suggests that the nature of the PM peak trips, given the nature of the development, will be primarily pedestrian in nature. The facility is designed for Seattle University students and staff. The Bookstore is designed to serve the university community, as well as individuals in the surrounding neighborhood. With these assumptions, data suggests that approximately 90% of the trips associated with this development will be pedestrian in nature, with approximately 10% being generated by vehicular traffic. Accordingly, of the 165 PM peak trips, 90% of the trips, or 154 PM peak trips, will be pedestrian, with the remaining 11 vehicle trips completing the PM peak profile.

Parking for the project is determined by the amount of parking that is available on the entire campus, following an evaluation of both long and short term parking based on minimum parking rates. The Master Plan adopted in 1997 allowed for a range of parking spaces between 1395 and 1,883 total parking spaces. With this development, a total of 1,659 parking spaces will be attributable to Seattle University. This falls within the parking allowance referenced in the Master Plan.

Given the nature of the development, it also appears that the Transportation Master Plan requirements are not adversely affected, due to the nature of the trips associated with the development and the likely shifting of trips from vehicles to nonmotorized/pedestrian due to the increase of students and staff living near campus.

DECISION – SEPA

The application is **APPROVED, with conditions** as referenced below.

MINOR AMENDMENT – CONDITIONS

1. Any revisions to the proposed ground floor uses of the building to introduce uses other than a Bookstore for Seattle University with related Administrative/Customer Service Offices shall require the City to evaluate if the new uses will result in an Amendment to the MIMP under SMC 23.69.035.
2. Any alteration to the building materials, massing, location of building entrances, open space features, landscaping and other features of the MUP plans approved with this decision may not be undertaken without review and approval of the City, following review and approval by the Seattle University Citizen's Advisory Committee (CAC).

SEPA - CONDITIONS

The owner(s) and/or responsible party(s) shall:

Prior to issuance of any Construction or Grading Permits

1. The applicant shall submit for review and approval a Construction Noise Management Plan to address mitigation of noise impacts resulting from all construction activities. The Plan shall include a discussion on management of construction related noise, efforts to mitigate noise impacts and community outreach efforts to allow people within the immediate area of the project to have opportunities to contact the site to express concern about noise. The Plan may also be incorporated into any Construction Management Plans required to mitigate any short term transportation impacts that result from the project.

2. The applicant shall submit for review and approval a Construction Management Plan to the Department of Planning and Development (DPD) for concurrent review and approval with Seattle Department of Transportation to mitigate these impacts. The plan shall identify management of construction activities including construction hours, parking, traffic and issues concerning street and sidewalk closures.
3. Submit a copy of the PSCAA demolition permit.
4. Prepare construction phase transportation plan to be reviewed by the Land Use Planner with input from SDOT. Plans shall document the following elements:
 - Location of ingress/egress for construction equipment and trucks;
 - Limiting trips by earth-moving equipment to the hours prior to 3:00 p.m. and after 6:00 p.m.;
 - Truck access routes, to and from the site, for the excavation and construction phases; and
 - Street and sidewalk closures.

During Construction

1. All construction activities shall be limited to non-holiday weekdays between 7:30 a.m. and 6:00 p.m. In addition to the Noise Ordinance requirements, to reduce the noise impact of construction on nearby residences, only low noise impact work such as that listed below, shall be permitted on Saturdays from 9:00 a.m. to 5:00 p.m. and on Sundays from 10:00 a.m. to 5:00 p.m.:
 - Surveying and layout;
 - Other ancillary tasks to construction activities will include site security, surveillance, monitoring, and maintenance of weather protecting, water dams and heating equipment.

After each floor of the building is enclosed with exterior walls and windows, interior construction on the individual enclosed floors can be done at other times in accordance with the Noise Ordinance. Such construction activities will have a minimal impact on adjacent uses. Restricting the ability to conduct these tasks would extend the construction schedule, thus the duration of associated noise impacts. DPD recognizes that there may be occasions when critical construction activities could be performed in the evenings and on weekends, which are of an emergency nature or related to issues of safety, or which could substantially shorten the total construction time frame if conducted during these hours.

2. Implement the measures in Construction Phase Transportation Plan approved by DPD and Seattle Department of Transportation (SDOT).
3. Provide offstreet parking for construction workers. Parking may be provided either on-site, if phasing allows, or off-site with workers shuttled to the site if more than 800 feet from the site.

Signature: (signature on file) Date: April 22, 2004
Michael Jenkins, Land Use Planner
Department of Planning and Development
Land Use Services